

# ULTIMATUM IN SHIPPERS' TAX

Merchants' Association Inclined to Suspend Payments.

IN HOT DISCUSSION

One More Request Made for Representation—The Letters.

(From Thursday's Advertiser.)

Only on second thoughts did the members of the merchants' association cool down succinctly yesterday, at its meeting in the Young building, to take one more chance at keeping up the shippers' wharf tax, of which they approve. After the presentation of a resolution to suspend the payment of such a tax after a certain date, it was amended to read, unless the shippers' wharf tax committee would admit three members of the association without "strings," as it was expressed.

But this was again amended by John T. Warren, striking out what was referred to as a threat, and simply instructing Secretary M. Bransch to write to the committee "requesting" if to admit three members of the merchants' association to membership. It is understood that this is without any proviso as to what action the association shall take.

It is believed, however, that unless the reply is favorable the association will take quick action at its next meeting. What this action will be was indicated by the resolutions introduced yesterday and the sentiment expressed by the various members.

The special committee appointed at the last meeting to investigate the shippers' wharf tax and confer with the committee having it in charge with the idea of securing membership for members of the association, made its report. This committee consisted of Fred L. Waldron (chairman), Col. J. H. Soper and C. W. Macfarlane. At the same time the correspondence between Chairman Waldron of the special committee and Secretary Petrie of the shippers' wharf tax committee was placed before the meeting.

**Submits Conditions.**  
The letter from Mr. Petrie, in which he stated that three members of the association could become members of the committee "on condition" that the merchants' association passed a unanimous resolution to continue the tax for two years was commented upon severely.

Mr. Swain stated that the representation asked for by the association was no more than it was entitled to, as the members pay a large percentage of the proceeds of the tax, and he could not see why the association could not insist upon representation.

"I think we should insist upon the right of representation," he said.  
**Asked and Refused.**  
Waldron—"We have asked and been refused. The conditions would tie the hands of the members of this association who might be appointed to the committee."

F. M. Wakefield—"I think the demands are perfectly reasonable. It is simply consent for the proceedings as at present to continue for two years."  
Waldron—"I don't think any man in this room can say how that money is spent; they could only report that 'it is said' that the promotion committee gets part of the sum, or 'it is said' that something or other is done with it."

Colonel Soper—"The conditions are not just to the merchants' association. Mr. Richardson, agent for the Standard Oil company, told me that he couldn't find out anything about the fund, although his company pays about \$200 a month to the fund."

Waldron added that nobody could find out. Other members wondered why a mystery was made of the disposal of the fund, but no charges were made.  
**To Refuse Payments.**  
Secretary Bransch held that the association was entitled to representation on the committee by the money now in the fund, as well as on account of future collections. Then he introduced the resolution that it was the sense of the association that the payment of the shippers' wharf tax be refused after a certain date, and Waldron seconded it.

One of the members thought that the association ought to move slowly, as by discontinuing the tax it would mean subscription lists.

There followed considerable discussion as to the purpose of the tax in the first place, also the place held in its raising by the chamber of commerce. Norman Watkins stated that it was started by both the chamber of commerce and members of the association. He said the tax committee should consist of seven—three from the chamber of commerce and three from the association, who should elect a seventh—and the whole committee should be reorganized.

Colonel Soper stated no one could ever get a civil answer to inquiries about the tax.

Emil Brandt stated that no information has been received for three years, and suggested shutting down on this tax, and starting another double as large and devoting it to promotion work.

Waldron said that the committee was disbursing money it had no right to do.

**Resolution Amended.**  
After some more discussion Bransch proposed an amendment and Warren amended the amendment. Ed Towne added that the committee as an independent body was handling public money and by refusing to account for it was acting, to say the least, in a curious manner.

The Warren amendment was carried

by a vote of fourteen to one. The secretary will now "request" the committee to admit three members of the association without "strings."

**Coronation Day.**

There was some discussion in regard to the celebrating of June 11, the day set apart for the coronation of King George V. as King of Great Britain and Ireland, as a holiday in this city. Mr. Wakefield presented a resolution recommending that the business men of the city close their shops on that day, and this was carried unanimously.

The report by the special committee to President White, of the merchants' association, is as follows:

**Committee Report.**  
Your special committee appointed to interview the Shippers' Wharf Tax Committee with the object of securing representation on the latter, which would allow contributors to the emergency fund to have a reasonable knowledge of the manner in which the funds were being expended, now beg to report:

A meeting of the two committees was arranged, at which meeting the different ideas of governing the fund were freely expressed. Your committee stated the dissatisfaction caused by the inability of contributors to receive anything but evasive answers to the many requests made for information, at the same time laying particular stress on the fact that the members of the merchants' association were almost unanimous in their wish to continue the payment of the voluntary tax, providing the shippers' wharf committee was organized in a manner which would allow what we considered fair representation from the contributors.

At this meeting, the shippers' wharf committee expressed their willingness to invite the appointment of three of official representatives of the merchants' association, after which the meeting adjourned, with the understanding that a further meeting was to be held to perfect arrangements. A few days later, and without further discussion, the attached correspondence was exchanged.

Your committee used every reasonable effort to persuade the shippers' wharf committee to modify their demands and it is with regret that we have to report a failure to bring the matter to what we consider a satisfactory conclusion.

Rather than to make any suggestions at this time, we respectfully lay the matter before the association for such action as it may deem necessary.

Respectfully submitted,  
FRED L. WALDRON,  
JNO H. SOPER,  
Mr. Macfarlane absent from city.

The correspondence between Chairman Waldron of the special committee and Secretary Petrie of the shippers' wharf tax committee is as follows:

Honolulu, Hawaii, May 3, 1911.  
Mr. Fred L. Waldron, Chairman Special Committee, Merchants' Association, Honolulu.  
Dear Sir:—Referring to the matter of the continuance of the so-called shippers' wharf tax, which your committee has had under consideration with this committee, I would state that, after giving this matter careful consideration, the shippers' wharf committee is prepared to extend an invitation to the Merchants' Association of Honolulu to appoint three official representatives of that organization to be admitted to membership to this committee, on the express condition, however, that the Merchants' Association of Honolulu, in general assembly, will unanimously adopt resolutions looking to the effect of recommending the continuance of its members of the wharfage tax as at present being levied, for a period extending at least until the convening of the next territorial legislature in 1913, it being understood that the proceeds shall continue to be devoted mainly to the increasing of the present emergency fund for the purpose of protecting the shipping and commercial interests of this port.

This committee has thought that possibly nothing of any further material value can be accomplished by a further joint meeting with your committee for discussion pending the receipt of an expression of your views as to the foregoing. I should be pleased to hear from you if the above meets with your approval. Very truly yours,  
T. H. PETRIE,  
Secretary, Shippers' Wharf Committee.

May 4, 1911.  
Mr. T. H. Petrie,  
Secretary, Shippers' Wharf Committee, City.

Dear Sir:—I am obliged for your favor of the 3d inst., and note that the shippers' wharf committee is willing to have the Merchants' Association of Honolulu appoint three official representatives to be admitted to membership to the shippers' wharf committee.

While I have not had the opportunity of calling together the two gentlemen associated with myself and constituting the special committee from the merchants' association, I certainly must take exception to the clause in your letter: "on the express condition, however, that the Merchants' Association of Honolulu, in general assembly, will unanimously adopt resolutions looking to the effect of recommending the continuance of its members of the wharfage tax as at present being levied, for a period extending at least until the convening of the next territorial legislature in 1913, it being understood that the proceeds shall continue to be devoted mainly to the increasing of the present emergency fund for the purpose of protecting the shipping and commercial interests of this port."

The clause appears to me an arbitrary ruling and would not be in accord with the friendly spirit in which the merchants' association have taken up the discussion governing the funds collected by the shippers' wharf committee.

It is my opinion that the merchants' association by a large majority is in favor of continuing the wharfage tax as an emergency fund. The objections heretofore raised have not been directed against the ways in which the fund has heretofore been expended and unless arrangements can be made for the association to become represented on your committee in a manner becoming and within the dignity of an independent body, it is my opinion that the association will not consider the appointing of representatives in your body, which representatives would be forced to consider that they were a part of your committee by any special

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# FOUR CRUISERS MAY COME HERE NEXT FALL, WITH POSSIBILITY OF JOINT MANEUVERS

The old rumor of a portion of the Pacific fleet being sent to Honolulu this year has been renewed and among naval people there is a feeling that at least four of the big cruisers of the fleet will be sent here in the early part of the fall.

Just at present, all the vessels, not in dock, are engaged along the Pacific Coast. The vessels are taking their turns in the drydock for repairs and for changes in the upper gear. Birdcage masts are being substituted for the oldtime military masts and other structural changes are under way. Repairs take from forty-five to sixty days, and sometimes more, and this will take the work along into July and August.

However, there is almost a certainty, if the Mexican situation calms down in the next few weeks, that preparations will be made to send at least four of the warships here.

This is significant in view of the fact that target practice for the big mortars at Fort Ruger may also be ordered for this fall. In that case there is a likelihood of there being joint army and navy maneuvers along the coast, with the big searchlights on Diamond Head playing an important part.

**STOLEN CAMERA IS RECOVERED**  
SAN FRANCISCO DEALERS ASSIST LOCAL FIRM IN RECOVERY.

Stolen from the counter of the Honolulu Photo Supply Company on February 22.

Found in San Francisco in April. Lost again.

Finally recovered a few days ago in San Francisco.

The above, in tabloid form, is the novel experience of a \$122.34 Graflex camera, which arrived on the S. S. Wilhelmnia and is today exhibited in the windows of the photo company as an exhibit in a clever bit of detective and tracing work.

The camera, which was new and fitted with an expensive lens, was used on Washington's birthday by George S. Young, an employee of the firm, to secure films of the parade, many of which were to fill orders, and was taken from the counter of the store during an interval of ten minutes while Mr. Young turned to wait on a customer. As there were hundreds of customers in the store that day and two steamers leaving, one for the Coast and one for the Orient, the chance of recovering the stolen property seemed very small.

Mr. Warren, the manager, however, at once notified the Eastman Kodak company, Hirsch & Kaiser of San Francisco, dealers with whom he was in continual correspondence, and they in turn sent out circular letters to each photo dealer in San Francisco, giving the number of the camera, description, etc.

In March a man endeavored to sell the camera to a San Francisco firm, who tried to keep the man and camera in the store until Mr. Warren's representative in San Francisco could come and identify the camera, but before the representative arrived the man left. Shortly afterward he offered the camera for sale in another store, and this time a man from Hirsch & Kaiser's, acting under instructions from Mr. Warren, accompanied by a police officer, reached the store in time and took both man and kodak to the police station, where the former gave the name of Horace Bender of Oakland, and stated that he had bought the camera from a man in Portland.

The case was set for the following day, and as the man did not appear the officer felt sure that he was the thief and that the name he gave was assumed, as a careful search of hotel registers and steamship sailing lists here shows that no such person by that name has left Honolulu, either on February 22 or since. Neither does such a name appear in the Oakland directory.

The machine was very much mangled, as the man did not know how to use it and had pried open some of the parts. He had also effaced the camera number and had broken off the celluloid dial bearing the name of the Honolulu dealer, but the culprit overlooked the number engraved on the brass mount of the lens, which proved his undoing.

**ONE PER CENT TAXES, SAYS THE ASSESSOR**  
From January 1 to May 17, this year, the sum of \$320,000 has been collected in taxes, according to a statement made by Tax Assessor Wilcox yesterday afternoon. Last year, from January 1 to May 31, the amount collected was \$792,622. Probably \$20,000 more will come in before May 31 next. Last year the full sum collected was virtually \$1,500,000. An amount equal to more than half this total has already been placed in the public coffers. It represents what is officially called the "first half," but that half is generally more than the second "half." The reason for this is that the first half includes the specific taxes, such as road and auto taxes, etc.

"I do not think the tax rate need be more than one per cent," the assessor remarked; "there is no reason why it should."

**GRAND JURY IN JULY.**  
When the grand jury made its report the other day it was stated therein that it adjourned till June 26. Before the members had hardly got out of the Judiciary building the foreman was told by the United States marshal that this date was so nearly before the end of the fiscal year, which is an important date in his accounts, that it would be advisable to adjourn until after the first of July. The order of adjournment was modified accordingly. This arrangement has been approved by the court. It somehow got abroad that the date until which adjournment has been taken is June 3; this is an error, the date is July 5.

A Belgian company is building a \$1,000,000 hotel in Madrid.

**AVIATOR KILLED.**  
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# LEASES OFFICES IN MODEL BLOCK

TEMPORARY QUARTERS FOR FEDERAL COURT ARE APPROVED BY WICKERSHAM.

United States Attorney - General Wickersham cabled Marshal Hendry yesterday to accept the Montgomery proposition for court quarters on the second and third stories of the Model block, on Fort street, near Beretania. The details and conditions of the lease have yet to be settled and approved by the proper authorities under detailed instructions by letter which is yet to arrive.

The move is made necessary by the fact that the interior of the Judiciary building is to be remodeled, which will make it necessary for all the departments now housed therein to secure temporary quarters.

It is desired by the superintendent of public works that the federal offices be vacated by June 13. An endeavor will be made to do this, but the actual date of the move will be contingent upon the jury work and other business of the court.

While the temporary location agreed upon by the United States attorney-general is not considered to be an ideal place by the federal officials here, partly on account of its nearness to the car line, still it is by far the best adapted of anything that has been offered.

**Can Easily Be Adapted.**  
The court officers may consider themselves fortunate in securing a place ready to hand and which is capable of easily being adapted to the temporary needs of the court and the requirements of the officials.

The courtroom will be on the side away from Fort street. The building is one of the best constructed in the town and it will be put in thorough condition for the use required. There will have to be a number of important alterations and it is expected that work upon these will be rushed now that Mr. Wickersham has officially approved of the lease being entered into.

Governor Frier was asked yesterday afternoon when it was likely that the Judiciary building would be vacated and he stated that he thought it would be two or three months before there is a general move in this direction. It will be quite that time before the structural steel for the interior of the building arrives on the ground.

**Plans Nearly Completed.**  
"The specifications are nearly completed," the Governor remarked. "It is quite a large job and it is taking time to get the plans and specifications completed. Mr. Campbell, the superintendent of public works, associated G. P. Ripley, the architect, with him because he was rushed during the legislature and so that the work could be gone on with as fast as possible."

"We want to get out the specifications for the steel and structural work so that the material can be obtained while they are working out details for the other part."

"Have you made any arrangements as to leasing new quarters while the alterations are going on?" the Governor was asked.

"Not yet," he replied. "Some of the departments will be accommodated in the capitol. The supreme court, for example, will be fitted up in the senate chamber."

**ONE-HALF HARBOR DREDGING FINISHED**  
HARDEST PART OF THE WORK IS DONE—MONGOLIA TOMORROW.

About one-half of the dredging of the new section of Honolulu harbor has been completed by the Hawaiian Dredging Company, and the hardest part of the work has been put through. The dredging company was face to face with the unloosening of tons and tons of virgin coral on the lower side of the harbor, the coral reaching up almost to the surface of the water. This had to be broken out with dynamite to thirty-five feet. The blasting went on night after night for weeks but the dynamite shed on Sand Island has been emptied of its explosives, the drilling machine has been towed away and now only the big dredger Governor is at work with its big scoop clearing out the debris.

The greater part of the work to be done on the remaining half is to clear out mud so that a uniform depth of thirty-five feet will be attained. The new section which has been dredged enlarges the harbor and where was once a coral reef will now be deep water, deep enough for any of the big liners to float in.

The channel has yet to be dredged, but the contractors have been granted a delay for starting the work. The channel has shoaled in many places. The dredged material will be dumped onto the Fort Armstrong reservation and much of it transported to Fort de Russy by the rapid transit to be used as a facing on the battery emplacements.

**Searching for Opium.**  
When the Manchuria gets in port today she will be given a thorough search for contraband opium. Customs inspectors, in their latest clothing, spent the entire day rummaging through the China on Tuesday, but found nothing to reward their labors. The Manchuria, however, coming direct from the Orient, may yield some of the contraband material. Customs officers went all through the Virginia yesterday, finding nothing in the shape of opium.

**THE CLEAN CITY.**  
The work of city planning must go on everywhere before American cities will have the attractive appearance desired. Above all, a city must be clean. If streets and alleyways are not cared for properly all efforts to beautify a city will be in vain.—Boston Globe.

The Brouder—I say, old man, I wish you'd make a point of being in this evening. I—ah, want to see you about marryin' one of your girls. The Major—With pleasure. Which do you want—the cook or the housemaid—what?—London Opinion.

**STOCKS AND OIL.**  
The monthly digest of Wakefield, Garthwaite & Co., in regard to Californian and Hawaiian securities for May contains considerable matter of interest to investors, especially in regard to oil stocks, about which it is comprehensive and optimistic. Among other things it has this to say as to sugar stocks and later of oil:

April has not developed any material fact toward altering the conclusions expressed in last month's Digest regarding the sugar market. According to the returns which have come in, the extent of the shortage in the Cuban crop is not yet fully determined, but according to all new estimates that have been made, it is about the same as stated last month. While buying of raw sugar was slow, much less being taken by refiners than their normal requirement, the present indications are that the renewed buying in May will come at a distinct advance in price, probably close up to four cents. The Hawaiian crop is now pretty well through the cane mills and returns indicate a total yield approximating closely to the estimate made for it. Net profits at the close of the campaign seem likely to be as substantial in totals as in 1910. Prices of stocks reflect this condition very accurately. Compared with the market prices of shares in November, 1910, the present prices are from three to eight dollars higher. Compared with the high level prices of shares in October, 1910, the present quotations are three to six dollars lower.

Trading in Associated Oil stock through a rise in price to its former high record, followed by a recession to the price level at the beginning of the month, has been the feature of the oil securities market during April. The selling seems to have been by holders who had become pessimistic as to profits on their investments through the payment of dividends. Having the opportunity, they took their profit through selling at the advanced market price.

There has been nothing in the market operations to suggest that any of the larger stockholding interests have been selling. The market operations rather suggest that some strongly financed interest is buying for investment. If this be so the probability is that this interest is European. It is also probable that its buying is based on the European financial estimate of the statistical position of the California petroleum production industry.

European financiers see two things in the immediate future for California petroleum which American financiers and the California owners of the petroleum have so far either entirely failed to see, or seeing, have not estimated at their full commercial value. One is the rehabilitation of the maritime commerce of California, which will follow the opening of the Panama Canal in 1913, and the other is that the ships owned by European capital, which will conduct the rehabilitated commerce, will consume California petroleum in place of coal for fuel. Obviously, if European capital becomes the owner of Associated Oil, and thereby of its large petroleum production and pipe line plant for delivering it from the oil fields into ship tanks at tide-water, European capital becomes independent of American capital for the fuel supply for its ships and for petroleum to supply the European market demand.

The supply of petroleum fuel for the ships which will rehabilitate California maritime commerce is a far more important matter, commercially, than our local petroleum owners have foreseen. Technically, these ships will not be "steamships." They will be a new type of motor-driven ship using crude petroleum directly as the source of motive power.

The Hamburg-American line is reported to be building four ships for a direct service between Hamburg and San Francisco. If these are motorships, similar to the one it is now building, they will make the trip from port to port via the Panama Canal in about thirty days, and consume approximately 375 tons (2350 barrels) of California petroleum. Estimating the cargo-carrying capacity of such a vessel at 10,000 tons and the cost of petroleum at one dollar per barrel, the fuel cost of transportation of a ton of freight between Hamburg and San Francisco works out at a rate of twenty-two and a half cents a ton. Comparisons based on these figures are illuminating.

**HONOLULU EXCHANGE.**  
Again no sales were recorded on the Honolulu Stock and Bond Exchange yesterday at the session sales, all of the recorded transactions taking place between boards. Transactions were few, but the feature of the day was the dealing in Hawaiian Commercial and Sugar Company, a total of 520 shares changing hands at two prices, eighty-five shares going at \$3.50, which is equal to the former last sale, and 435 going for \$3.25, showing a loss. The sales yesterday were as follows:  
Between boards:  
Haw. C. & S. Co., 85 at \$3.50; 400 at \$3.25; 55 at \$3.25.  
Oahu Sug. Co., 50 at \$2.50.  
Olaa Sug. Co., 80 at 4.50.

**HAWAIIAN EXCHANGE.**  
Little business was transacted upon the Hawaiian Stock Exchange yesterday, inquiries after oil stocks being the only sign of activity and no sales reported. In the afternoon yesterday, between boards, there was a transaction by which 300 shares of Honolulu Consolidated Oil changed hands, at 1.98. The prospects are better today for more business on both exchanges.

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Trading in Associated Oil stock through a rise in price to its former high record, followed by a recession to the price level at the beginning of the month, has been the feature of the oil securities market during April. The selling seems to have been by holders who had become pessimistic as to profits on their investments through the payment of dividends. Having the opportunity, they took their profit through selling at the advanced market price.

There has been nothing in the market operations to suggest that any of the larger stockholding interests have been selling. The market operations rather suggest that some strongly financed interest is buying for investment. If this be so the probability is that this interest is European. It is also probable that its buying is based on the European financial estimate of the statistical position of the California petroleum production industry.

European financiers see two things in the immediate future for California petroleum which American financiers and the California owners of the petroleum have so far either entirely failed to see, or seeing, have not estimated at their full commercial value. One is the rehabilitation of the maritime commerce of California, which will follow the opening of the Panama Canal in 1913, and the other is that the ships owned by European capital, which will conduct the rehabilitated commerce, will consume California petroleum in place of coal for fuel. Obviously, if European capital becomes the owner of Associated Oil, and thereby of its large petroleum production and pipe line plant for delivering it from the oil fields into ship tanks at tide-water, European capital becomes independent of American capital for the fuel supply for its ships and for petroleum to supply the European market demand.

The supply of petroleum fuel for the ships which will rehabilitate California maritime commerce is a far more important matter, commercially, than our local petroleum owners have foreseen. Technically, these ships will not be "steamships."